

The Bulletin

Norwich, Friday, Feb. 1, 1918.

VARIOUS MATTERS

It is daybreak now at 5.17.

Light vehicle lamps at 5.33 o'clock this evening.

The price of gas in New London is to advance March 1.

The best moonlight nights in February are from the 23rd to the 27th.

Men have walked from Fishers Island to the mainland this week on the ice.

Business men from Norwich who are in Chicago, write home that the snow is 8 feet deep in that city.

Over 100 milk dealers in Norwich have taken out their licenses for 1918 from Milk Inspector A. C. Freeman, M. D.

At Somers, Harry Dunham, who is employed on the farm of H. A. Root, chopped off two toes while at work in the woods.

A memorial service will be held Sunday, Feb. 17, at the Road Church, Stonington, for Rev. J. O. Barrows of Norwich Town.

Tomorrow is Candlemas Day, when the ground hog is expected to come out and determine the weather for the remainder of the winter.

The planet Venus continues Evening Star until February 8; then Morning Star till November 23; then Evening Star for the rest of the year.

The temperature keeps well below the freezing point even in the daytime, although snow in the streets thawed some during Thursday afternoon.

At the funeral of Dr. Patrick J. Cassidy Thursday morning, the staff of the Norwich State Hospital for the Insane was represented by Dr. J. H. Allen.

At the home of Superintendent Washington Smith, East Green Plain, there is four foot of frost on a water pipe that distance in the ground is frozen.

In Maplewood cemetery no burials have been made for a month, the frost in the ground being over 30 inches. At present there are thirteen bodies in the receiving vault.

The president of the Norwich Free Academy trustees, Francis J. Leavens, has received the final transfer of stocks, etc., bequeathed the Academy by Henry E. Bowers of Boston.

A number from Norwich will go to Hanover Sunday evening, to attend the services at the formal dedication of the new parish house of the Congregational church.

State examinations for highway inspectors are to be held February 23, by the civil service commission. Tests for bookkeepers and clerks will be given early in March.

Sergeant Arthur Gibbons is to speak in Norwich next Saturday afternoon under the auspices of the Veterans war bureau at a meeting to be held in the Palace theatre.

This afternoon the twelve Camp Fire Girls of Broadway church are to meet with their guardian, Mrs. A. C. Freeman, of McKinley avenue, and enjoy their monthly supper.

While Norwich photographers are taking an average number of pictures of Germans who must register next week, so far there has been nothing like a rush to the studios.

Farmers and gardeners who are receiving seed catalogues from the dealers find that prices are higher than a year ago and are being advised to order early before the rush season.

Two ambulances for the American Red Cross that were provided by the city of New London are now in active service, each bearing a plate with an inscription that shows the source of the gift.

February 4 when the 25th anniversary of Ruth Hart chapter, D. A. R., is celebrated at Meriden, one of the speakers will be Mrs. George Maynard Minor, of Waterford, vice president general of Connecticut.

A number of Connecticut banks report that among purchasers of the twenty-five cent thrift stamps are bond holders who are using their coupons for the purchase of stamps instead of cashing the coupons.

Rev. Reinhard Bardeck, 50, pastor of St. Cecilia's church, Waterbury, died in his home in New Britain, Wednesday, after several months' illness. For three years he was assistant pastor at St. Bernard's church, Rockville.

Commissioner of Domestic Animals James M. Whittlesey noted Wednesday the great drop in the raising of sheep in the state since 1845. A census taken in 1845 in the state gave a total of 339,571 sheep. In 1915 there were 18,000 sheep in Connecticut.

Noank young people are skating from the village to Mason's Island. The river is frozen solid from the shipyard to Mystic. An effort was made Sunday to break the ice near the shipyard with the tug Henry Lord, but the boat was not powerful enough and made no impression on the ice.

Fuel Commissioner T. W. Russell said at Hartford, Tuesday: "As to the Shore Line Electric Railway Company, it is doubtful if it can operate trolley cars for more than 48 hours more, unless we are successful in our efforts to divert coal to its power houses at Saybrook, Mystic and Thamesville."

About twelve members of the Ladies auxiliary, Div. 54, A. O. H., worked for the Red Cross Wednesday evening at the home of Mrs. John J. Fenton, Fountain street. It is hoped to have a larger number of workers next Wednesday evening, when the meeting will be held with Mrs. Mary Sullivan of School street.

The marriage of Bernard Chapman of Groton and Miss Ella Conner of Groton and Mrs. John Conner of 21 Berkeley avenue, New London, took place Wednesday night at 8 o'clock at the rectory of St. Mary's of the Sea church, New London, the ceremony being performed by Rev. Alexander Wollschlaeger.

A Suitable Name.

The Lenine crowd in Russia call the Cossacks the counter-revolutionists. The Cossacks might retort by calling the Lenine the bargain-counter revolutionists. — Providence Journal.

No Reason to Lose Hope.

"If you're not a singer in three years," testifies Mary Gordon, "you're a failure. Oh, don't that." One can still teach or go into the movies. — Kansas City Star.

PERSONALS

Miss Annie C. Bradley of Wakefield, R. I., is visiting Mrs. O. F. Boynton, 153 Franklin street.

Mr. and Mrs. Anson R. Grover of Boston have returned after an extensive stay at St. Petersburg, Fla.

David R. Kinney of Norwich Town has been at Lord's Point, looking over his Edgewater cottage which was damaged by the storm Jan. 11.

Master Henry Doyle has returned to his home on Huntington avenue after spending a week with his grandmother, Mrs. Annie Smith, of Church street.

Mrs. Richard Quinn of Main street is visiting Mrs. Susie Beebe in East Haddam. From there she will go to Middletown where she will be the guest of Mrs. Arthur Tuttle.

Mrs. Baul A. Jahn has returned from Torrington being called there on Saturday last because of the death of her nephew, Leon T. Hyde. Mr. Hyde leaves a wife and daughter.

NORWICH RED CROSS RECEIVES DIVISION REPORT.

Shows Many Hundred Christmas Packages Distributed at Forts Wright, Terry and Michie.

Mrs. Robert W. Perkins, secretary of the Norwich chapter of the Red Cross, has received a report of the bureau of the military relief of the Atlantic division of the American Red Cross showing the distribution of Christmas packages last December to camps, forts and naval stations in the Atlantic division.

The report shows a total of 33,745 packages distributed to both army and navy. Fort H. G. Wright received 1,100, Fort Terry 1,100, Fort Michie 2,100, and the New London submarine base 2,100.

The Atlantic division base also turned over to the national clearing-house 130,000 packages for shipment to troops abroad and at the camps. There were also shipped to the Potomac division 7,877 packages.

Mrs. Perkins has also received a detailed report showing the distribution of knitted material from Dec. 1 to Dec. 31. This report shows that 50 sweaters, 50 mufflers and 100 socks were sent to Fort H. G. Wright, and 15 sweaters were sent to Fort Terry.

To both army and navy the distribution was as follows:

Sweaters, 18,197; helmets, 27,653; mufflers, 62,464; wristlets, 50,273; socks, 67,367; C. kits, 6,846.

The Atlantic division of the Red Cross comprises New York, New Jersey and Connecticut.

BOARD OF RELIEF ORGANIZES FOR YEAR.

Fred G. Prothero Named Chairman and James C. Fitzpatrick Clerk.

The board of relief have organized for the coming session with Fred G. Prothero, chairman, and James C. Fitzpatrick, clerk. Prothero is entering into his third year as a member of the board. Mr. Fitzpatrick served last year. Jeremiah J. Donovan, chairman of the present board, has served at one time on the board of assessors. The board will take office today (Friday) after calling a meeting in the assessor's office city hall building, Friday, Feb. 1, from 10 a. m. to 4 p. m., Sundays excluded.

OBITUARY.

John Mitchell.

John Mitchell of 43 Franklin street, New London, passed away Wednesday morning at 1.30 in his ninetieth year. He was born in Paisley, Scotland, May 23, 1828, and came to Norwich at the age of 14. For several years he has been a resident of New London and a member of the First Congregational church.

Mr. Mitchell was twice married, his first wife was Miss Susan Osborne of Norwich. After her death he married Miss Mary J. Hewitt of Waterford, who died about a year ago. Two daughters survive, Mrs. Annie M. Bolles and Miss Isabelle E. Mitchell.

Mr. Mitchell has always lived an exemplary life and was very many friends who will mourn his loss.

Frank A. Stanton.

For 27 years Frank A. Stanton, a native of Norwich, had been employed in the plant of Colt's Army in New Britain, and was one of the chief inspectors on government arms. He worked on Wednesday and ate supper in his home at 18 Center street. Then he complained of being unable to breathe and he heaved up and passed away.

Mr. Stanton was born in Norwich 32 years ago, the son of the late George H. Stanton and Helen S. Sparks Stanton. As a young man he learned pistol making in the plant of the old Bacon Arms company on Franklin street and later went to Hartford where he was an expert in the making of firearms.

Mr. Stanton was twice married, his first wife being Miss Margaret McLaughlin of Hartford. She died after going to Hartford with Mr. Stanton's wife. He is survived by his wife and two daughters by his first marriage, Mrs. T. J. Sullivan of Hartford and Mrs. John J. DeWitt of New Britain. There are two brothers, Howard A. Stanton, the chief of the local fire department, and Deputy Sheriff George H. Stanton. There is a sister, Mrs. Julia H. Hotchkiss of this city.

The second wife of Mr. Stanton was Miss Nellie McCarthy of Hartford. Mr. Stanton is kindly remembered by many of his old friends in Norwich.

Herbert Keeble.

The death of Herbert Keeble occurred in this city Thursday following an illness of long duration.

The deceased came here from New Haven and was a toolmaker by trade. He was born in London, England, 44 years ago, the son of Henry and Jane Tree Keeble.

He leaves several brothers and sisters, some in Toronto and others in London.

INCIDENTS IN SOCIETY

Mrs. Oliver L. Johnson entertained the Tuesday afternoon club this week at her home on Broadway.

Miss Gertrude M. Brown left Tuesday for Naugatuck after two weeks' visit with Mr. and Mrs. C. E. Chandler of McKinley avenue.

The French class, which held a meeting Monday with Miss Steiner, meets this afternoon with the Misses Cadden, of Broad street.

Mrs. Charles H. Smith, of Brewster, N. Y., who has been the guest of Mr. and Mrs. James L. Smith, of Broad street, left Thursday for a visit in Washington.

Where Words Fail.

One reason why the colonel keeps a tennipenny nail to chew on is, the president doesn't appear to give a blue chip whether the acts of the administration are approved by him or not. — Mason Telegraph.

COAL BARGE CAUGHT IN ICE

Shipment Consigned to Shore Line Road Was Off Connecticut River Thursday Night—Tug Sent to Bring Barge In to Port—Eighteen Cars Consigned to Trolley Road Have Been Shipped From the Mines.

We have just enough coal on hand to keep the trolley lines in operation until Saturday morning, said Robert W. Perkins of this city, president of the Shore Line Electric railway, when asked Thursday night if there was any improvement in the coal situation at the power plants along the system. Mr. Perkins said that a barge of coal consigned to the Shore Line is fast in the ice just off the Connecticut river. A tug was sent out from London Thursday night to take the barge in tow in an effort to get it into New London by Friday morning.

Mr. Perkins said that it was practically impossible to move the barge through the ice, but the tug captain will make every effort to bring the barge into port with the incoming tide.

Mr. Perkins said that he has been advised that 18 cars of coal consigned to the Shore Line have been shipped from the mines and may arrive almost any day. If the tug successfully brings in the barge, the road will have enough coal to operate cars until Sunday night.

VERDICT OF GUILTY AGAINST ALBERT WELLS

Was Man Who Held Up Benjamin Lavine in Latter's Store.

Thursday afternoon Albert R. Wells, colored, was found guilty of assault with intent to rob by a jury in the criminal superior court. Sentence was deferred. The trial of the case was started on Wednesday. Wells was charged with assault with intent to rob Benjamin Lavine in Mr. Lavine's store on the West Side several months ago.

After sentence had been deferred in Wells' case, a jury was selected for the trial of the case of state vs. Harold Kelley and Bert Williams, New London, charged with assaulting and robbing William E. Sullivan in a candy store house, New London, Dec. 14th.

Those who were put on the stand were William E. Sullivan, Frank T. Howard, Benjamin Lawry, Harold Kelley, Bert Williams and Samuel T. Adams, Jr., state vs. Kelley and Williams.

The case closed at 4.02 o'clock, and the arguments were then started. Only one argument was completed before the case was adjourned for the day, to come on at 9.30 o'clock Friday morning. The case will go to the jury this (Friday) morning.

CONNECTICUT COLLEGE NEWS

Social Activities and Athletics Over-shadowed by Mid-Year Exams.

Social activities and athletics have been mere words to the Connecticut College girls during the past ten days in view of the appearance of mid-year examinations. The event of examinations has long been a bane to college students, but this year proved more so than ever.

With the exception of the music courses and the fine arts courses, which required papers for examinations, all the mid-year exams were two hour examinations, although a number of the students said, "My gracious, I could have written for hours longer. Did you ever see such hard, thoughty, long exams?"

Dances, snowshoeing, skiing, basketball, all were forewarned to answer to examinations, and wet towels and midnight oil accompanied hard, hard studying on physiology, economics, history, etc.

The schedule of examinations was so arranged that many of the students were through with their exams the first part of the week, and so have been spending the week in New York, Boston or at their homes in the state.

A student is allowed only two exams in one day, although two is quite sufficient especially if the courses are in the sciences. The exams for the first semester will begin on Monday, February 4th.

Visited Meriden College Club.

Miss Catharine Ernst, instructor in romance languages and a member of the Meriden College Club and High School. The Meriden College Club is planning to donate two thousand dollars to the state for the purpose of raising a fund for the purpose of donating to the state a building which has alumni, the Meriden College Club signed their preference to donating the money to the Connecticut College in this matter and to give the money to the Connecticut College. The money is to be used to build a new building for the college.

Balance which will be the gift of the Connecticut College. Miss Ernst, who is a speaker of great interest and personality, spoke about the college, its attainments and its ambitions to the students in the Meriden High School. Considerable interest is being shown by students and faculty in the meeting of the college in New Haven, February 8th.

The question of dormitory and class room accommodations, the raising of funds and plans for the new building of the college are to be discussed at this meeting and plans made for immediate action, are expected.

Applications have been received at the registrar's office from students at other colleges, including Teachers' College, Columbia, Vassar, Smith and Mt. Holyoke to enter the junior class at the college in the next semester. The applications have been referred to the committee on admission for decision.

Naval Reserve Dance.

The Naval Reserve men stationed at the submarine base at the state pier are to give a dance to the college girls on Friday evening, February 8th at the Mohican hotel. A new band of musicians will furnish music for the dance, and college expenses will be a very New York firm. The dance is to be a very formal affair and is to be given for the college girls only, in return for the many favors and kindnesses which have been shown them by the Service League of the college.

Tax to Pay For Use of Gym.

At a recent meeting of the Student Government Association it was voted to pay for the use of the college gymnasium by the use of twenty-five cents on each member of the Association. The gymnasium, which was a gift to the college, has no upkeep fund and to raise this fund, the president has agreed that \$15 be paid each time the gymnasium was used for entertainments, athletics, etc. The payment of a stated sum will remedy the \$15 tax, and provide an upkeep fund.

The Freshman Lineup.

The lineup of the freshman basketball team has been announced as follows: Dorothy Wulf, Norwich, right forward; Charles E. Hall, New Haven, left forward; Virginia Clark, Waterbury, center; Dorothy Gregson, Norwich, side center; Esther Pedrick, Baltimore, Md., right guard; Doris Patterson, Brooklyn, N. Y., left guard.

Fell on Laurel Hill.

Ruben Blinderman, a local expressman, suffered a severe fall at Laurel Hill avenue Thursday morning and is confined to his home with his injuries. Mr. Blinderman while not seriously injured, was severely bruised and the most needed, but the fact that he was out in a few days.

COAL SELLING AT 65c A HUNDRED

That Makes \$18 a Ton and Purchaser Has Privilege of Carrying It Away.

The coal situation in Norwich remains practically the same, although a good amount was received here on Thursday. The coal lines in front of the offices of local dealers began to form long before daylight and many faces could be recognized in line as those who had been there morning after morning and had been unsuccessful in getting their orders filled.

Three carloads of coal came into the city Thursday and was distributed among two local dealers. There was one car of nut coal, one of egg coal and the third of stove coal. When the news of the arrival was spread crowds thronged the offices of the dealers and the whole place was soon sold.

The price of coal in Norwich has been regulated by State Fuel Administrator Russell and the prevailing price is \$11 per ton and 45c per half-ton. This price is for the coal in the cellar of the consumer and dealers are expected to deliver it.

On Thursday a reporter of The Bulletin went in quest of a little of the precious fuel visited the office of the Shueteket Coal company on North Main street. Upon entering the office the company he was greeted by the salutation, "The coal is all sold."

He then asked the young lady in charge of the office if she could not let him have at least a half a bushel but she would not accommodate him. Still persistent he asked if he could get any at all. The young lady said that they would sell him a bushel but he would have to carry it away with him as they did not deliver.

The reporter asked the price of a bushel and was told it was 50c and upon asking the weight of a bushel of coal the young lady stated that it was about 100 pounds.

The reporter did some mental figuring after leaving the office and the result was that he could by paying 50c a bushel for coal, even if there was 100 pounds in the bushel, he was paying at the rate of \$13 per ton, and then he would have to carry it away. The extra two dollars may be for the privilege of carrying the coal through the streets.

In a statement issued by State Fuel Administrator Thomas W. Russell he says:

"Owing to winter conditions, the unloading piers at New York, although they are now being worked 20 hours a day, are unable to load the normal amount of coal into barges. The cold weather increases the difficulty of loading and unloading and also freezes the coal in the cars so that it can be loaded only by the use of a crane or an extra amount of labor to transfer it. The large amount of ice in the North river and also in the East river up to Whitehouse point, has very greatly hampered transportation by water. In some cases because the unloading piers are frozen in and in a number of other cases because the coal has broken the tops of the barges as well as strained the barges so that some have gone down at the docks. Also, due to the effect of tides, a very bad ice jam has formed west of Whitehouse point, making it extremely difficult for tugs of barges to work through."

In reference to the all-rail routes through Maybrook, Harlem river and other smaller junctions, Mr. Russell said:

"The office of the railroad tells me that the yards at Harlem river are in fairly good shape regarding congestion, but here again the ice in New York harbor is a very large handicap when it comes to towing car floats from the terminals of New York to Harlem river yards. The congestion at Maybrook was badly congested two weeks ago, but since then have shown a great deal of improvement, although owing to lack of motive power the railroad is unable to clean up the Maybrook yards as rapidly as might be expected."

"Points west of Maybrook are blocked and as a result rail coal for New England is being diverted to other places. The railroad conditions at Maybrook prevent coal carrying roads from bringing more cars into Maybrook until the situation there has been cleared up. It seems to me that the people are paying at this time rather dearly for the criticism and hostility shown the railroads during the past ten years, reduced to their earning power to such a point that they have been almost financially ruined for them to purchase locomotives and equipment during the past two years."

"There are now at Maybrook something over 1,500 cars of coal. I am told that at connecting points west of Maybrook there are probably more than that number of cars of coal awaiting shipment over the New Haven system."

"When asked how much coal there is on the rails in Connecticut, Mr. Russell said:

"Heaven only knows. It has been figured that on the railroads of New England in normal times 43 per cent of the entire freight tonnage handled is coal, and that the average for the entire country is something over 30 per cent. If I knew each day how many cars there were on the lines of the New Haven railroad, I could probably obtain the approximate number of coal cars by taking about 33 per cent of this total."

"When asked what towns in Connecticut are in the worst shape for coal, Mr. Russell said it was hard to "put your finger on any which was in worse shape than the others. Windsor Locks, Farmington, New London and other places along the sound and Manchester he mentioned as among the communities hardest hit."

"There is any relief in sight?" Mr. Russell was asked.

"There is none," he replied, "except such as the weather man may send."

Asked about efforts to overcome the situation, Mr. Russell said that a plan had been worked out for securing emergency tidewater coal at Belle dock, New Haven, for distribution by rail to points in Connecticut where it was most needed, but that the fuel administration in Washington had made

the carrying out of this plan impossible. "After having our plans approved by the president of the New Haven road, we wired Washington requesting an order for loading barges at the piers in New York and unloading them at Belle dock, New Haven, into coal cars for delivery to retail dealers in interior Connecticut points badly in need of coal," Mr. Russell said. "The reply was this wire," and he tossed to the reporter the following telegram from the fuel administration at Washington:

"With weather conditions which have prevailed, docks at New York and Philadelphia are being taxed to the utmost to do what they have been doing. It is impossible to get further tonnage through for coal loading and unloading into New England."

"Already we have succeeded several times in keeping some of the largest plants in the state from closing down," Mr. Russell went on, "by diverting cars on the rails to them. In a number of instances also we have kept electric light companies and trolley companies from closing down by following this method. We also have had to divert cars on the rails for relief to domestic consumers in cities in a number of instances."

"The mayor of one large Connecticut city said to me in a telephone conversation that if it were not for the existence of the fuel administration he believed that average householders would now be paying \$20 a ton for coal. In the present conditions if coal were \$20 a ton in Connecticut I haven't the slightest idea that Connecticut would be receiving any more coal than it is at the present time. It would merely be a case of higher price and no more coal."

"We have been successful several times in diverting a sufficient supply of coal to the Old Soldiers' home at Noroton and several other state institutions which were entirely out of fuel to keep the inmates from suffering."

"More or less has been printed about the Storow emergency coal which is supposed to be in New England. This is a day of all-rail coal. Of the theoretical 500 cars a day, the first 200 cars were to be delivered each day to the railroads of New England for their own use in keeping the locomotives running. My understanding is that up to the present time there has not been hardly enough of this coal received to meet the railroad demands for 300 cars a day."

"In the anthracite situation our principal aim has been to bring about as far as possible an absolutely equal division of coal among consumers in need, and for this reason it has seemed necessary to put into force the emergency check of requiring written statements as to how much coal was needed, and limiting the maximum sold to any individual. While this undoubtedly has caused much inconvenience to purchasers, we have the satisfaction of feeling that it has been necessary to do so, and that it would have been possible under other conditions."

"In some places like Waterbury, the fuel committee has been asked to send coal originally intended for factories and diverting it to domestic use. The local fuel administrator in Waterbury seized seven cars in this manner on the 15th, 16th and 20th of this month and has continued to do so where it has been necessary. This coal is turned over to the dealers and distributed for domestic use where it would have to be used for factories and diverting it to domestic use. We have authorized our local chairman all over the state to do this wherever it is imperative, and although we cannot tell just how many cars have been diverted, we know it is a considerable number."

HANDSOME GAMED

Presented Slater Museum by Edward Harland Miller, of New York.

There has been received at Slater Museum, Norwich, through Frederick Francis J. Leavens, of the Free Academy trustees, an old and rare game, the gift of Edward Harland Miller of New York, a native of Norwich. The game has been placed in the museum with similar objects of interest by Mrs. Charlotte Hullen Eastman, director of the Norwich Art school.

The pin was presented to the Slater Museum by Mrs. Livingston Macaulay of Washington, formerly Miss Pauline Miller and is given to the museum by her brother.

It is a copy of the baptismal font in the Vatican at Rome, and is very old. Hand-cut as were the handsome stones of those days.

FUNERAL

Patrick J. Cassidy, M. D.

The funeral of Dr. Patrick J. Cassidy was held from his late home on Church street Thursday morning at a large number of relatives and friends in attendance. At the services in St. Patrick's church there was a large attendance, the church being crowded.

The casket was covered with many beautiful floral forms. The solemn high mass of requiem was sung by Rev. H. H. Frederick and Rev. David R. O'Donnell of Waterbury. Rev. Deacon and Rev. F. Quinn of Poquonoc was sub-deacon. Rev. Miles P. Galvin was master of ceremonies. Occupying seats in the sanctuary were Rev. Edward J. Plunkett, Rev. Peter J. Cuny, Rev. John F. X. Quinn of Montville, Rev. W. H. Kennedy and Rev. J. H. O'Donnell of Waterbury.

The choir sang the Gregorian mass. At the offertory Mrs. P. L. Farrell sang Pie Jesu and for a waiting hymn she rendered Abide With Me. As the body of the deceased was placed in the casket, the church choir sang the funeral march. The bearers were three brothers of the deceased, John H. Cassidy of Waterbury, Louis T. Cassidy of New Britain, and Charles W. Cassidy and a brother-in-law, J. Edward Driscoll.

The honorary bearers were Dr. Hugh B. Campbell, Tingley, Dr. William T. Driscoll and Dr. Leone F. LaPierre, representing the Norwich Medical association and Charles O. Murphy and Herbert M. Leary of the town school committee.

In the very large attendance were relatives and friends from other cities, most of the doctors of the town, the officials and officers of the Treasurers hospital and the nurses and students of the institution, members of the town school committee and the Foresters of America. The schools of the city were closed and about all of the teachers were at the services. John R. and Richard L. Tarrant were ushers.

Burial was in the family lot in St. Mary's cemetery where Rev. Father O'Donnell read a committal service at the grave.

Undertakers Cummings and Ring had charge of the funeral arrangements.

A New Experience.

When the next conference is held between the Secretary of the Treasury and the railroad directors the Hon. William G. McAdoo will rap with his gravel and say: "Mr. Pooh Bah will please come to order." — New Orleans States.

Children Cry FOR FLETCHER'S CASTORIA